



Presentation to the California High Speed Rail Authority Board

September 16, 2014

Palmdale, CA

A Robust Market with a True Need

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- On average, 38 million people visited Las Vegas annually between 2005 and 2013.
 - Over 40% of this Las Vegas visitation travelled from Southern California.
 - 90% of the Southern California visitors drove to Las Vegas on the I-15.
- Investment grade ridership studies indicate a real need for a transportation alternative to driving and flying in the Southern California to Las Vegas corridor.





Implementation Strategy

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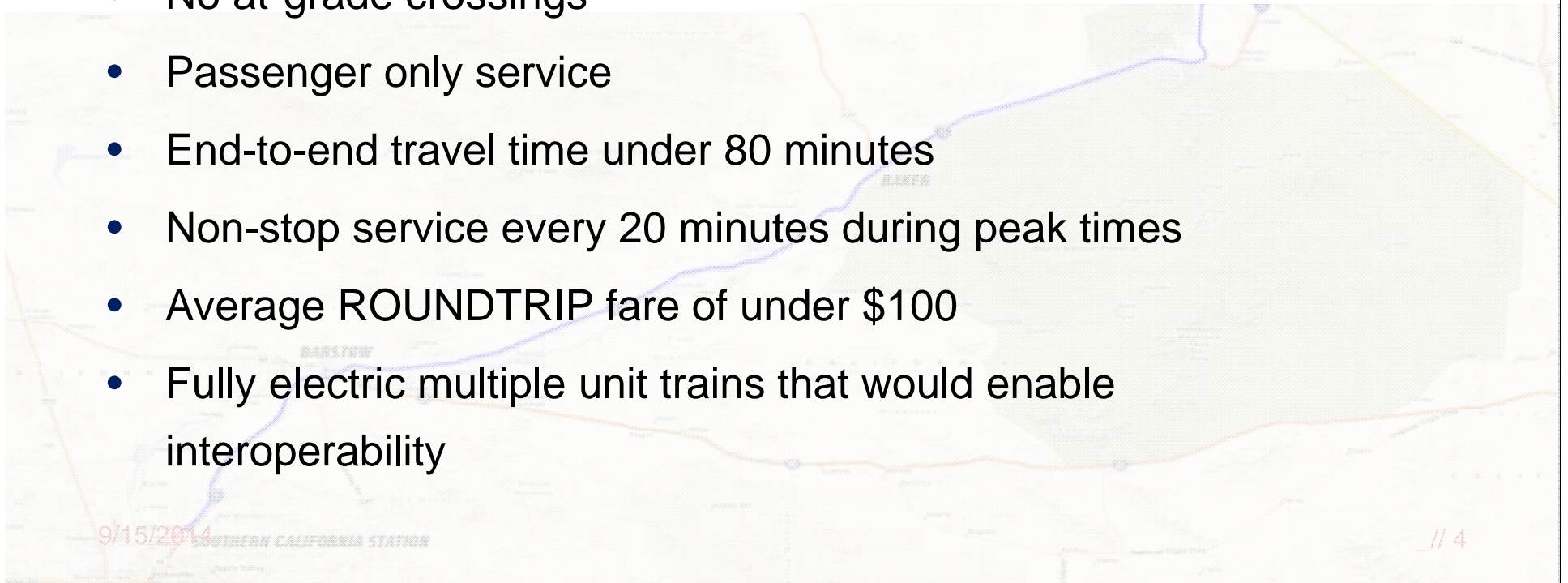
- Build an initial system to Victorville that is close to the critical mass of Southern California to address the immediate need.
- Use standard gauge, steel wheel on rail high speed train technology with a proven safety case to minimize costs, risks and to allow for interoperability.
- Implement through a private interstate passenger rail corporation with Federal authority granted by the Surface Transportation Board.
- An extension over the High Desert Corridor would enable the system to connect with Palmdale, Los Angeles, Orange County, and the California High Speed Rail System.



An Approved Private Interstate Railroad

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- 185 miles between Southern California and Las Vegas
- Primarily within or adjacent to the I-15
- Exclusive new double track
- No at-grade crossings
- Passenger only service
- End-to-end travel time under 80 minutes
- Non-stop service every 20 minutes during peak times
- Average ROUNDTrip fare of under \$100
- Fully electric multiple unit trains that would enable interoperability





A Fully Federally Entitled Project

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- July – November 2011: XW is environmental approved through Records of Decision issued by the Federal Railroad Administration, Bureau of Land Management, CA and NV Federal Highway Administration Divisions
- October 2011: Surface Transportation Board (STB) issued Certificate of Public Convenience and Necessity to construct and operate
- December, 2011: XpressWest executed a lease agreement with BLM for the alignment and facilities located on federal land
- September, 2012: US Army Corps of Engineers issues Nationwide 404 permit authorization completing the Federal Permitting Package



Environmental Benefits

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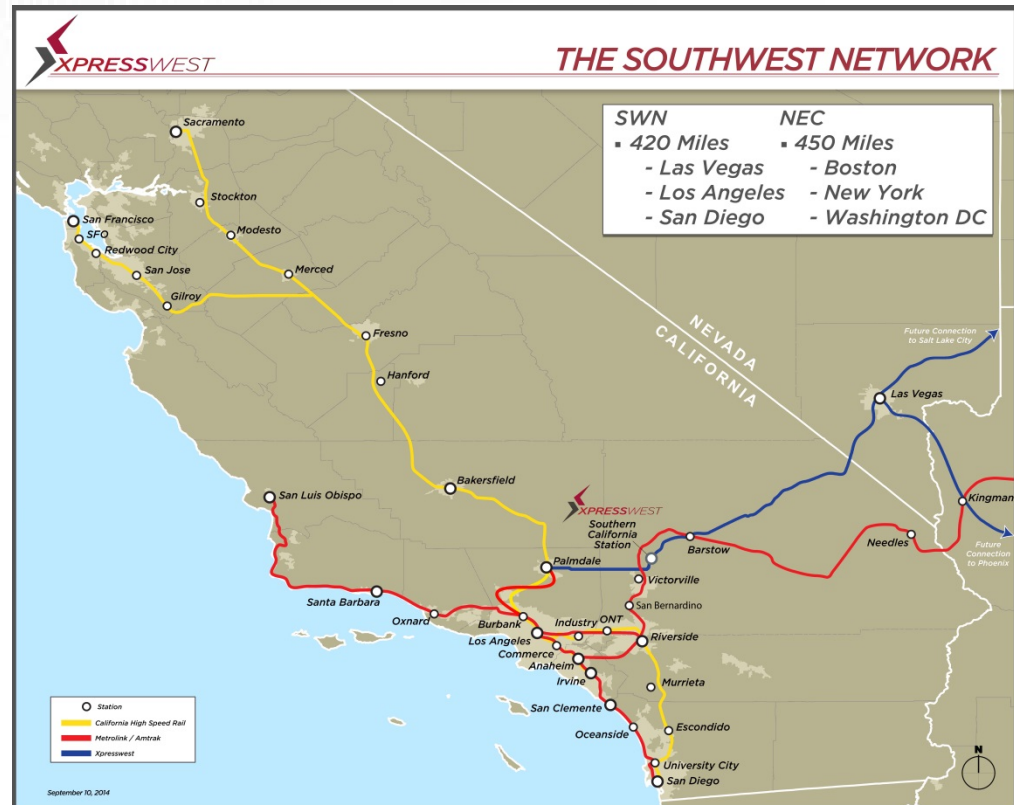
- Fully electric multiple unit trains are zero emissions vehicles
- The project is estimated to reduce major pollutants in the Corridor by 40% over the life of the project
- Ridership forecasts estimate that the project will divert approximately 25% of the annual private autos from I-15
- Mode shift from cars to trains is estimated to save approximately 440,000 barrels of oil or the equivalent of 8.5 million gallons of gas annually



XW, CHSRA and the Southwest Rail Network

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- March, 2012: The High Desert Corridor Joint Powers Authority, LAMETRO, and SANBAG approved including high speed rail within the E-220 corridor EIS/EIR between Palmdale and Victorville.
- April, 2012: SCAG named XpressWest from Palmdale through Victorville to Las Vegas as a Major Strategic Plan Project and component of the ultimate Vision for a High-Speed Rail System connecting San Diego, Anaheim, Los Angeles, and Las Vegas.
- July, 2012: The Los Angeles Metropolitan Transportation Authority Board unanimously adopted a resolution to support the XpressWest project.





XW, CHSRA and the Southwest Rail Network

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- FRA has released its Draft Southwest Multi-State Rail Planning Study that validates the need for CHSR, XpressWest and the viability of high speed rail in the Southwest
- Identifies the top performing corridors in the network that show the strongest demand as stand-alone corridors and also enable significant increases in ridership on the other corridors in the network. The three Core Express corridors that form the backbone of the Southwest Rail Network are:
 - San Diego–S.F./Oakland
 - Las Vegas-Greater Los Angeles
 - Greater Los Angeles–Phoenix
- Recognizes significant passenger volume and trips between Las Vegas and Greater Los Angeles and recognizes immense economic activity and value in connecting Southern California and Southern Nevada.
- Identifies the Inland Empire as a potential large interstate rail hub
- Recognizes the exponential value in connecting XpressWest with California High Speed Rail at Palmdale

